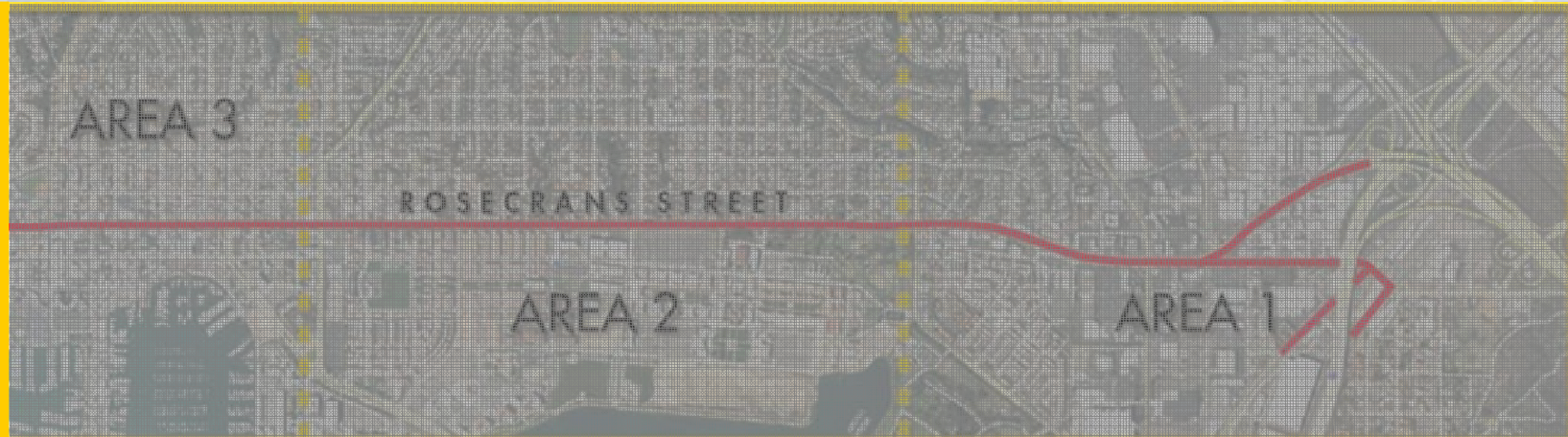




AREA 4: Kellogg to Canon



Kellogg to Canon

Canon to Nimitz

Nimitz to Lytton

Lytton to Taylor

AREA 4: CANON TO KELLOGG



ISSUES & CONCERNS

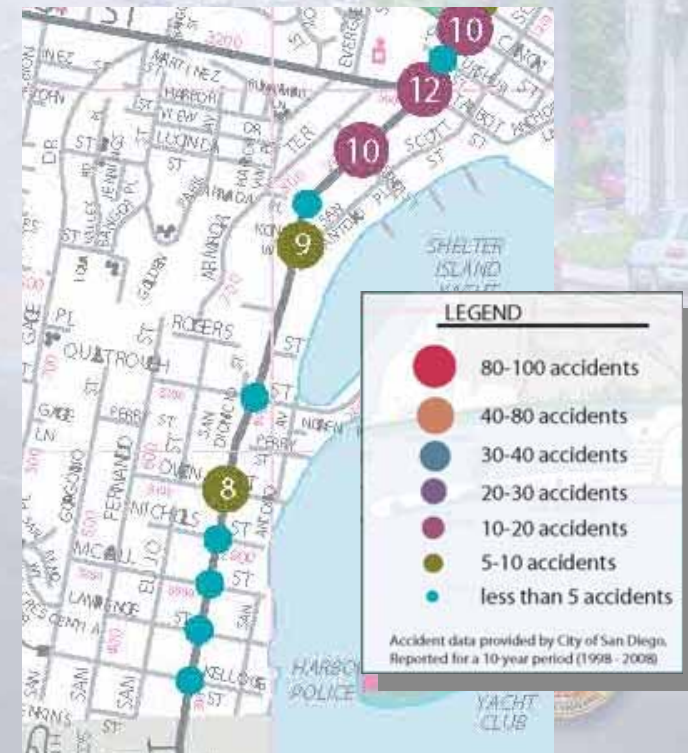
- Speeding
- Need for traffic calming
- Rosecrans/Talbot intersection modifications



Key Areas of Concern



- P Intersection Alignment at Talbot
- Q Lack of Continuous Sidewalks
- R Pedestrian Safety Crossing Rosecrans
- S Accidents & Traffic Speeds through Curve
- T/U Traffic Speeds along Rosecrans
- V Numerous Transit Stops with Low Ridership



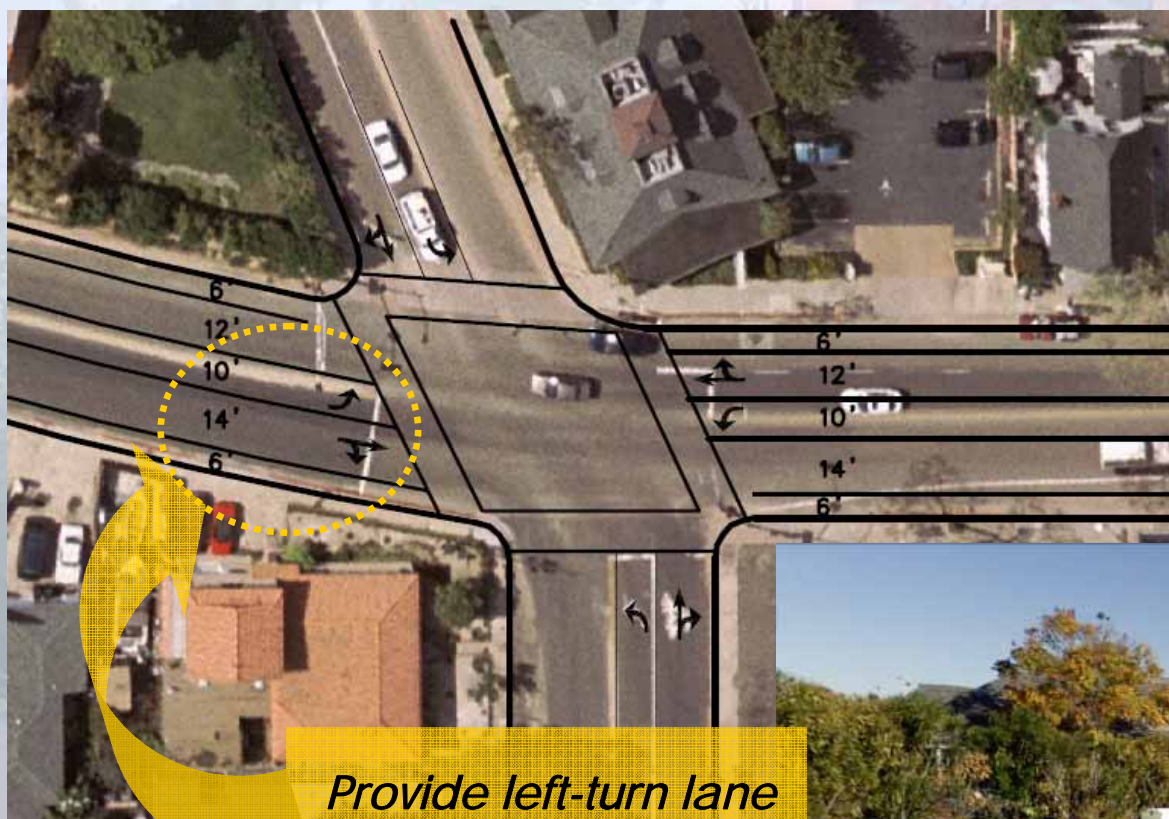
AREA 4: CANON TO KELLOGG



PRELIMINARY RECOMMENDATIONS

Preliminary Recommended Improvement :

Restripe Talbot with Signal Modifications



Provide left-turn lane at Talbot and add crosswalks



Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route



Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance

R



CITY POLICY ON PEDESTRIAN MARKINGS

R



"Special pedestrian signs and pavement markings "PEDS" may be installed in advance of pedestrian crossings at relatively confined locations or randomly over a substantial distance. Signs and markings may also be used in isolated areas where pedestrian crossings are unexpected and advance warning to motorists is desirable. The following urban guidelines are recommended:

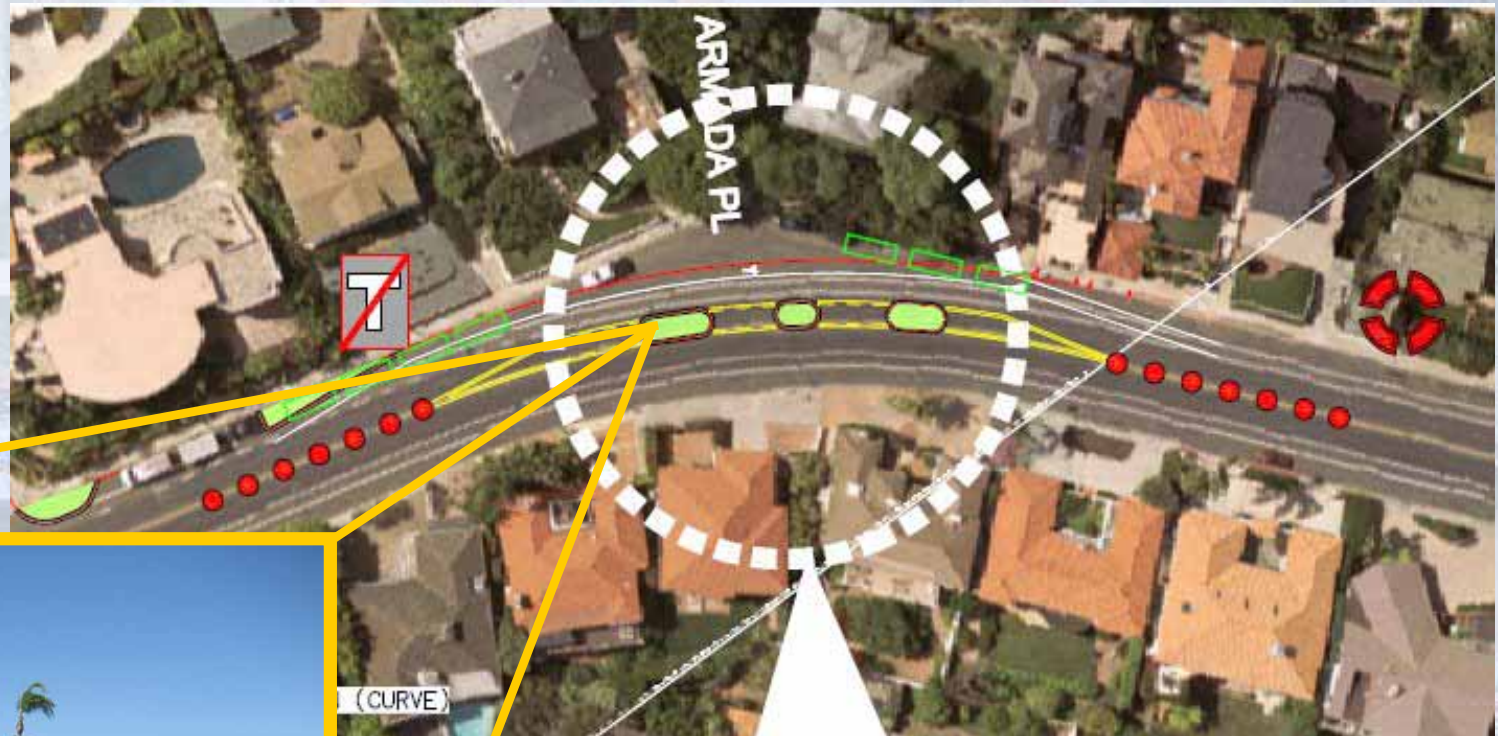
- There should be an identified pedestrian crossing problem
- Roadway should be classified as a through street
- Vehicular volume should be greater than 10,000 ADT
- Pedestrian crossing volume should be greater than 10 pedestrians during the peak pedestrian hour

City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Median Islands at Armada
Reduce Traffic Speeds Buffer
Parked Vehicles (southbound)

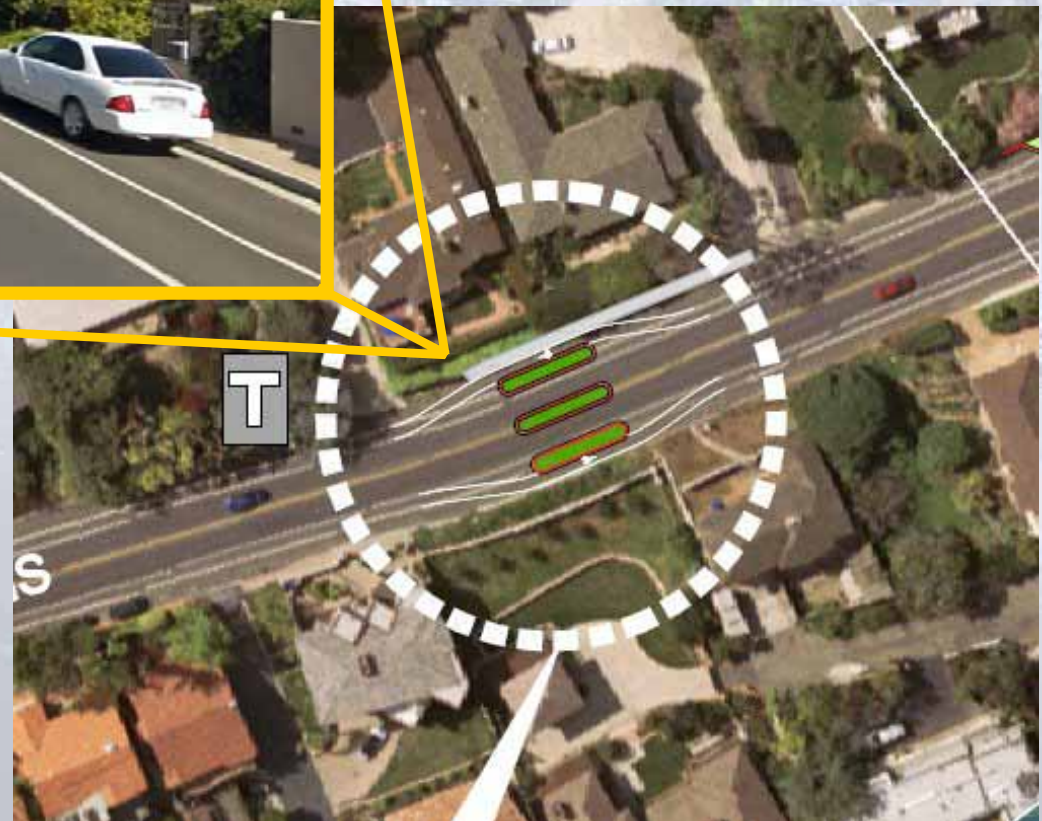
S



Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Chokers

T



Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Mini-Roundabout @ McCall

U



Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features

V



NEED FOR IMPROVEMENT



"City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street."

City of San Diego Council Policy No. 200-07 (April 2009)



Follow the arrows around the
room to continue

